

The
Falcon
News

The Monthly Magazine of The Falcon Club of America
MAY 2010

Charlie Smith
New York, New York
1964 Falcon Convertible

Gettin' Down in Dover
First in a Series



May 2010

Cover: Charlie Smith's 1964 Falcon Convertible

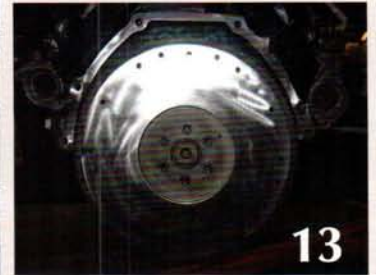
Native New Yorker Charlie Smith is the subject of this month's feature "Gettin' Down in Dover." See more of his Falcon beginning on page 16. Did you miss the Dover National Meet? Be sure to sign up NOW for the Falcons Fantastic 50th in Dearborn, July 15-17.

Do you have photos of your Falcon that you think should be in *The National Falcon News*? Send them, along with a story, to the Editor at the address on page 9.



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Final Journey

Jerry Miles

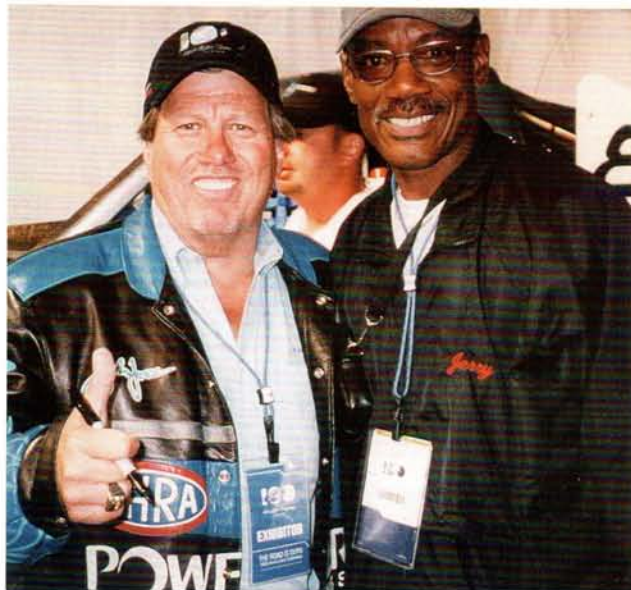
The Falcon Club of America has lost one of its true gems. Jerry Miles (FCA #4692) of Oklahoma City passed away on Saturday, April 17, 2010.

Jerry and Wilma are members of the Sooner State Chapter in Oklahoma and regularly attended FCA National Meets throughout the country. Their genuine warmth, sincerity and true friendship was apparent to everyone who came in touch with them.

Jerry always had a new and subtle feature that he had added to whichever of his very nice Falcons he brought, either the 1966 Ranchero or the turquoise Futura

Jerry was a prince of a man, thoughtful, considerate, well-meaning; a gentleman in every respect. Whenever Jerry pulled into the Nationals, you could bet on a hug, a warm greeting and a short chat. People were always wanting to talk to Jerry—lining up practically from the minute he arrived. He always had time for everybody and never rushed through an encounter. Jerry was a man who knew how to make the most of life. Jerry treasured his lovely wife, Wilma and their daughter and grandchildren.

He will be greatly missed in the Falcon Club of America. A guy like Jerry just doesn't come around very often.



Top: John Force with Jerry at the 100th Anniversary of Ford Celebration in Dearborn in June 2003. Below, the "crew" from that event, l-r; Ronnie Crawford, Jerry Miles, Doug Browning and Cliff McKay.

See Ronnie Crawford's tribute to Jerry on page 21.

Midwest Regional: October 2009

Jerry Miles



Jerry Miles with his Ranchero at the Midwest Regional Meet in October 2009.

Jerry sent this story shortly after he had been diagnosed with cancer and it was scheduled to run this month even before we received news that Jerry had passed away. I'm sorry Jerry didn't get to see this in print, but his faith, joy and love of life shines through in his true appreciation of a fine fall Falcon event.

Like all Falcon Club members, we love the idea of showing off our cars and this trip to October 2009 Midwest Regional Meet was no different. Three families loaded trailers and drove up the Turner Turnpike heading for Branson. Once we hit Tulsa, the rain started coming down in buckets and didn't let up until we pulled into the parking lot at Applebee's, in Branson, Missouri. The first people to greet us were Cliff and Helene McKay from the Wheat State Chapter. You couldn't see the trailer lights on Ron Mixon's trailer for all of the rain, but we made it in one piece.

The accommodations were just right for a regional – the accessibility of the

—Continued on page 20



President's Message: Chuck Beason

Our National Meet is only two short months away and is closing quickly. As you prepare for this memorable event I would ask that you look closely at which category you are placing your Falcon in. Please make sure it is in the correct category. As you will recall, in 2008 the Membership approved the addition of a new Category to the list of Standard Categories. This new Category is the "Lite Modified" Category and will be making its debut in Dearborn. With the addition of this new Category we hope to have some of the mildly modified Falcons move from the Stock Category to the "Lite Modified" Category. Please give this some consideration when deciding which Category to place your Falcon. The new Category is:

LITE MODIFIED CATEGORY

This category is for that Falcon that retains the stock appearance but has been mildly modified to improve the safety, performance and driveability/handling. Falcons entered in this category might have disc brakes with dual master cylinder, rack and pinion steering that has been bolted in place, overdrive transmission (manual or automatic), aftermarket intake and exhaust manifolds, aftermarket wheels and tires, reclining bucket seats with original design upholstery material, aftermarket steering wheel, gauges or consoles. Even a small block Ford stroker engine. These mildly modified Falcons should not have any body modifications such as wheel tubs, louvers or hood scoops. These mild modifications are mods that could be easily reversed returning the Falcon to a stock condition. The Falcon entered in this Category will probably be very detailed inside and outside.

Don't forget to make your hotel reservations and register for the 31st National Convention of the Falcon Club of America, July 15-17, 2010 hosted by the Metro Detroit Chapter. Please plan to join the hundreds of Falcons in celebrating "Falcon's Fantastic 50th" in Dearborn, Michigan, historic home of Ford Motor Company.

Remember to take a kid to a car show this year.

Chuck & Carolyn



FCA President Chuck Beason with grandson, Timm, at the 2009 FCA Nationals in Dover, Delaware.

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VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when every word of the message has to be corrected. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver and is very much appreciated.

PLEASE MAKE YOUR AD LOOK LIKE THIS...

1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

NOT LIKE THIS...

* 64 ford falcon Futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastrn pennsylvania

To Advertise: *FCA members* are entitled to two free ads per issue (**limit 50 words per ad**). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. each. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20. per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to wcrosby62@sbcglobal.net. Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.**

Information Wanted

Need information start to finish about switching over manual steering to power steering for my 1964 Ford Futura Falcon. I have a 289 cubic inch engine, 6 cylinder front suspension with 5 lug hubs. Need information on purchasing parts for this project also, catalog, suppliers, etc. Thanks, Mike Harmony, harm60@gcctv.com or 217-836-7966. IL.

Need information on locating a 1965-1970 Mustang fastback, convertible or "K" code coupe project car. Parts missing or no drivetrain is OK. Distance not a problem. Also looking for a genuine 1965-1967 289/271 HP Hipo engine or

parts for such. I may trade my original 1964 Sprint Tach and other Falcon parts, Mustang parts, against a deal? Call Bob 330-506-3137. OH.

My '65 289 3-speed Falcon has a severe shudder when I let-out the clutch on an uphill incline. I read the extensive Tech Tip article in the June 1989 Falcon News article "Chattering Clutch Problems" and I have tried everything mentioned. I have replaced everything in the drive line from the rear-end forward except the actual driveshaft. I do mean everything—including the engine and transmission. I also replaced the rear spring shackles and checked the front bushings. They looked OK as well. I am out of

ideas. Any thoughts would be appreciated. Bob Smith, PA.

Hello! I'm Antonio from Italy. I'm a proud owner of one of the few Falcons in Italy. have to ask you help about a PDF of owner manuals and service manual of my 1961 Ford Falcon 2,8 Litre. Specifically, how do I turn on and off the high beam? Mine seems to look like it's always on high beams! Also my clutch, it's 3 speed manual transmission, stay on the floor. I have to raise it with my foot, then after some pushing and lifting it will be operative, but it doesn't engage/disengage properly. Is this a problem with the lever/pedal? After moving (with some difficulties) the clutch will make

shifting very good, so the pressure plate sounds OK to me! Thank you for the help. Please email me at formula1vhs@hotmail.com.

Miscellaneous For Sale

Dealer Falcon Postcards: 1960 Fordor, red, used; 1962 Squire, white, not-used; 1966 Sport Coupe, yellow, not-used; 1968 Sport Coupe, red, not-used; 1969 Sport Coupe, red, not-used, \$5.00 each, postage included. 1964 Romy Hammes AFX "Musclecards," 2 views, \$5.00 for both, postage included. 1964 dealer showroom color & upholstery book, cover split on left side and clear overlays missing, \$245 plus postage. Howie, 860-749-0587 9-9 EST.

A pair of 1960 License Plate Frames. Chrome. New. \$10.00 + \$5.00 shipping. Call Natalie, 610-363-7589 or e-mail natgomez@briangomez.com. PA.

Shop Manuals by Ford: '60-'63 \$34.95 '64-'68 \$49.95 ea. '69-'70 \$59.95 ea. '63 Owners Manual: \$14.95 Part Interchange Manual: '60-'65 or '63-'70 \$39.95 ea. Falcon 140 page Road Test book '60-'70 \$19.95 Hardcover Falcon history book \$39.95. Alex Voss 4850 37th Ave. So. Seattle, WA 98118. 206-721-3077. Alex@books4cars.com.

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Misc. Collection Hardback Books "Falcon: the New Size Ford," 320 pages by Ray Miller with year by year picture coverage, paperback "Ford Falcon 1960-1970" shows and compares models. Two 260 fender V's, two fender spears, two "Futura" scripts, one deluxe light trim.

one Falcon script. one interior lite cover. can email pics. \$100 + ship. Call Robert, 210-648-7011. TX.

Parts For Sale

1963 260 V8, two speed automatic. \$300. Stan, 918-333-9426. OK.

170 CID cylinder head, blueprinted by Clifford Performance. Used for less than 3000 miles. \$600 plus S&H. Bill Crane cell 812-371-9516 or send email to bera66@gmail.com. IN.

I have quite a few parts for a 200 ci straight six that I am not able to use and would like to see be used by someone who loves the Ford inline six as much as I do. Here is a list:

Set of new forged pistons sized for a 40 overbore, Set of original forged rods, restored and tested for strength, flywheel for manual transmission, Aluminum flywheel for manual transmission, Original crankshaft, Original block, dipped and magnafluxed. If anyone can use these parts, I would love to see them put to good use. Benjamin Santosuosso, 623-687-8470 or santosuossobenjamin@yahoo.com.

—Continued on page 8

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Classified Ads (con't)

—Continued from page 7

Large 27-year collection of good used Falcon Parts for reasonable prices. Also some parts for Comets and Fairlanes. Fiberglass front clips new for 1960-61 Falcon race cars. Held on with pins. \$650. Call or email for availability and prices. Don Branson, 4097 Hwy T, Marthasville, MO 63357. 636-228-4501 or dbranson@mail.win.org.

Parting out 1964 Sprint Convertible. 260 V8 and two speed auto transmission. Ran when parked, motor is free; 8" rear end; Front V8 Spindles, Misc sheet metal: hood, doors, trunk, windshield surround, cowl and frame behind rear seat, shock towers, some other bits; Many interior trim parts and panels and stuff; Back seat; Bucket seats, convertible top and center console are gone; Body shell is gone/cut up; Let me know what you need/want and I'll let you know if I have it. futura65@comcast.net. Chicago, IL

1963 Falcon parts. New black dash pad from Dearborn Classics, still in box, \$150; windshield out of 1963 Falcon four door, excellent shape, \$100; Grille, fair shape, \$50. Rear spear \$20. Dan Odell, 704-616-7395 or lonewolfodell@yahoo.com. NC.

ALL N.O.S. CODZ-3047-A upper control arm shaft kit, \$65. CODZ-3350-B steering arm & bushing \$75. CODZ-3049-A upper ball joint spindle support \$65. CODR-7A039-B trans. ext. assy., \$75. CODZ-1126-B rear brake drum \$80. Used original 1961 Deluxe right front fender, \$150. Much more Keith Litteken 314-351-1789 or kslitteken@aol.com, MO.

Fordomatic 2-speed rebuilding kits with gaskets, O-rings, lip seals, clutches (bronze frictions & steels), sealing rings, front and rear seal, \$135. Specify engine size and year. Bands \$45. each exchange, adjustable modulator \$15. Bushings, washers, pumps and miscellaneous hard

parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards, 56 Dale Street, Needham Hgts., MA 02494-1218. 781-449-2065 anytime. www.autotran.us.

1963 NOS: V8 arm and bushing \$175, license light lens \$20, fuel gauge \$75, temperature gauge \$75, six cylinder exhaust manifold \$170, six cyl. standard shift radiator \$125, temperature cable \$30, quarter moulding Futura \$135 each. Many more. Frank G. Stewart, 440-282-6277. OH.

1965 Comet hood, one front fender, instruments, trim & misc. Take all, \$125. Herb Griffin, 518-568-7813. St Johnsville, NY.

Kellogg's Garage has a recent acquisition of NOS 1960-1963 parts and good used parts as well: Grilles, headlight rings, horn rings, 13, 14" wire wheel covers. Can email a list for your perusal. Lenny Kellogg, the Junkyard Junkie. lenkellogg@lpbroadband.net or 970-593-1964 CO.

—Continued on page 10

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WEB SITE

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Classified Ads (con't)

—Continued from page 8

1963 Falcon parts: Passenger side 1963 Falcon front fender, straight, solid w/ surface rust only, \$75. Set of 4 original 13" 5-lug wheels, gloss black powder-coat, never used, \$100. 3-speed interior steering column, \$10. Original front sway bar, \$5.; original Falcon front fender spears, some pitting but restorable, \$40. Pair rear V-8 coil-over HD shocks, \$20. Pair front shock tower caps, \$10. Jim, 913-685-1079 or jd_wilkerson@sbcglobal.net. KS.

1962 Falcon four door parts. Body parts, transmissions, motors, all kinds of parts. Perry Lee, 860-568-1829. CT.

Parts Wanted

1963 Falcon Deluxe 2 door wagon parts. They must be in excellent condition either NOS or used: front and rear bumper, grill, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, power tailgate window parts, etc. Keith Litteken 11394 Revere Ln. St. Louis Mo. 63128-1416. 314-351-1789 or kslitteken@aol.com.

I am still looking for a dash pad for a 1967 Falcon or information on who can fix mine. It is cracked down both sides of the speaker. Skip Mutchler 312-287-4923 or Skip-mutch115@yahoo.com. IL.

Need cylinder head for 1963 Falcon 170, re-built if possible. Contact Denny Ackerman, 515-571-6311 or dawsona@lvcta.com.

Wanted: Interior chrome windshield trim, top and both sides. Also top for console between bucket seats. Oliver Jergensen, 509-246-0686, cell 360-631-8213. WA.

Need to locate a complete power steering system for a 1960 four door sedan for friends of our family's retired Dad's Falcon. Rack and pinion is too expensive. The factory steering is too tight for him. Thanks for the consideration even if you can only help with any suggestions! Call Bob 330-506-3137. OH..

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Falcons Wanted

1963 Ford Falcon convertible needing minor restoration. Car must have good floors, rails and torque boxes. Ed. 215-493-6749. PA.

I used to have a 1964 Falcon Sprint four speed in 1964 and I have been looking for one like it for a long time. Do you know of anyone who has a nice one like new, white with red interior four speed bucket seats with console. I want one ready to drive and show. Thank you, Dell Etheridge, 931-797-0681.

Falcons For Sale

1969 Falcon four door sedan. Light blue, 6 cyl. 33,000 actual miles. New tires, brakes \$2500. Joe Wall, 615-851-7777 or jwallmail@aol.com. TN.



Attractive 1966 Falcon Futura Sport Coupe with original 289 V8 engine, cruis-o-matic transmission, bucket seats, black interior and light yellow exterior. I have over \$7400 invested in the car, which runs great. Needs new paint and some upholstery. I have replaced tires, battery, main and rod bearings, hood, rear end, overhaul and gas tank. Asking \$4600. Located in Gresham, OR. Richard Stuthard, 503-663-0312.



1965 Ford Falcon Futura two door Sedan, 289 Engine, C4 Automatic, 4 Barrel, New Tires, Gas Tank, Radiator, Interior, Bucket Seats. Double roller timing chain, MSD Ignition, coil, wires, distributor. Has Flow Master dual exhaust, Headers and B & M floor mounted shift kit and much more. Asking price \$8000. Contact Joe, 925-757-3076 or vivjoe@sbcglobal.net. Antioch, CA.

—Continued on page 12

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Classified Ads (con't)

—Continued from page 11

1965 Ford Falcon Ranchero. 200 CID 6 Cyl. Column-shift three speed. Bench seat. Factory AM radio and Heater. Disc brakes with five lug steel wheels and new tires and shocks.. Trans rebuilt; new clutch and synchros. CA car with original Black Plates. No rust! \$7600. Contact Michael 951-734-1677. Corona, CA.

1965 Falcon Futura two door hardtop, 200 cid, auto. 80,000 original miles. Very good paint, chrome, and interior. Very original Glacier Blue Classic. \$8500. Contact Gary at garmiller@hughes.net or 814-839-4325. PA.



1965 Falcon for sale to someone who appreciates Falcons. Jacob Bennett, jacobabennett92@gmail.com

1964 Falcon wagon, four door, 260 V8, automatic transmission, air conditioning, power steering, power back glass. Not running. Minor rust in floor. A couple of minor dents, the rest is very straight. Very nice trim. \$3300. Stan, 918-333-9426. OK.

1964 Falcon Sprint Convertible 260 auto. Light blue white top. Car in excellent original condition, completely rust free. Have receipts for work done. 103,000 miles. \$15,000 OBO. Don't miss this one. Call Keith Hooper, 757-469-8533 or ckhooper@yahoo.com VA.



1964 Falcon two door sedan. All original. 170 six cylinder. New radiator, new brakes, new headliner. New front and rear windshield gasket, new exhaust. \$2500. Terry Thompson, 270-865-4051. KY.

1963 Falcon Sprint parts car, complete except for engine, radiator, front seats and horn ring. Good glass, chrome, suspension. \$650. Call Tim, cell: 701-238-1277 or tpkrombeck@rrt.net. Also have other Falcon parts. ND.

1963 Falcon Futura convertible. New 302 HO engine, C-4 trans with Mustang floor shifter, new top, new paint, new tires. Front disc brakes w/five bolt wheels and much more. Featured on cover of Feb. 2005 FCA news. It's ready for fun, and yes, it's fast. \$14,000. Call Ted, 970-210-3759 or tedra82@bresnan.net. Located in Grand Junction, CO.

1963 Falcon Ranchero. Original California car with solid body and excellent bed. 87,000 miles on original 170 ci engine and two speed transmission. It's the original Sandshell Beige color which I sanded and repainted a few years ago. The old paint was peeling in spots. Only one small hole was found behind right rear wheel. It's not perfect but amazingly solid original. Haven't driven much past year and need to find a good home, losing garage space. \$6500 OBO. Erik, 781-891-1527 or snglbrl@yahoo.com. Located in MA.

1963 Falcon Deluxe 2 DR Wagon. Restored 2008. 200 6 CYL, 3 speed on floor, new seats, rugs, side glass tinted, 14" wheels, new tires, brakes, shocks and exhaust. Rangoon red original color.

Very nice driver. \$9500. Call Sam, 814-352-7066. Somerset, PA.



1963 Falcon Deluxe 4 Door Station wagon. Complete but partially disassembled. Very solid body with 62,000 miles, 260 V8, Fordomatic, factory p/s, a/c, radio delete. Has the seldom seen 13 inch 5 lug wheels. VIN # 3H24F204078. Medium Turquoise Metallic (D). Black and white crush vinyl interior (561) Date code of April 16, 1962 (16D), built in Lorain, Ohio and sold thru the Dallas DSO (61). Axle is 3.25:1 (4). All trim is there including the roof rack. The car does run, but is not road-worthy. The gas tank is the only major item missing. Clear Ohio title. Questions or picture requests, please contact Herb at 614-581-2876 or Gordymustang1@aol.com. OH.

1962 Falcon 4 door sedan, 144 CID, auto. Clean and straight, no rust or bondo. 31,177 miles, good tires and brakes. Red and white exterior, red and silver interior. OE Shop Manual, many extra parts. I also have the title. Asking \$6000. Write for more information. Vernon LeDuc Jr., P.O. Box 1454, Keystone Heights, FL. 32656-1454.

—Continued on page 23

So You Want to Restore a Falcon?

Monthly Tech Column

Dick Harrington

PART XVII

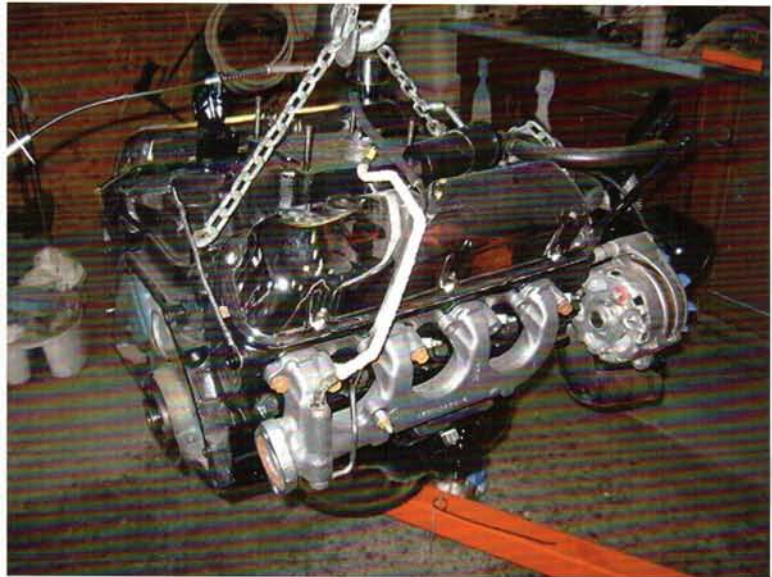
INSTALLATION OF THE DRIVE TRAIN

The best part of installing all the parts is reclaiming storage space. Nothing is more in the way than the engine. Before the engine goes back home, make sure that all work that takes place in and around the engine gets done first. That's why the brake lines and steering assemblies were done previously. Putting the engine in place requires a bit of finesse, particularly since I am doing it with no help. Once the engine came off the engine stand and was hanging from the crane, the flywheel, clutch disc pressure plate and bell housing were installed. It is much easier to do them sitting down than on your back.

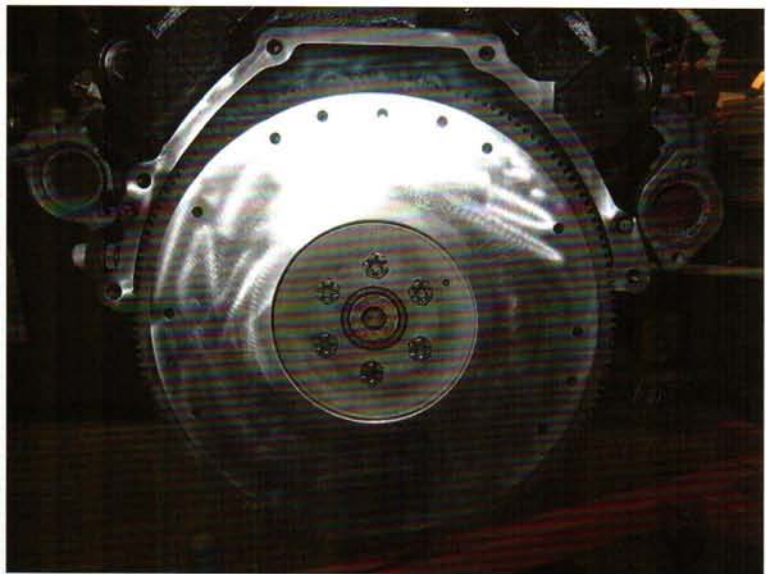
Falcons and small block Ford V8s are a tight fit! The engine would not go in with the oil filter and alternator on. In addition, the exhaust manifolds were removed for additional side clearance. No use scratching any paint if it could be avoided.

Once the engine was resting on the motor mounts and before the engine lift was removed, the transmission had to go in. Stabbing a T-10 (four speed transmission) into the bell housing while lying on your back can prove to be a challenge. Not only is the T-10 heavy, it is pretty awkward to maneuver and then align with the clutch disc and input shaft bushing on the flywheel. I balance the transmission on a floor jack so it can be rolled forward and into the bell housing. I jack it up and get the input shaft as close to home as possible and then use a few 4x4 wood blocks to support the tail shaft. The jack is repositioned on the front of the transmission case to raise it to the correct height. Getting the last inch is the real challenge! Of course the splines on the input shaft did not want to align with the clutch disc. To solve the problem, the drive shaft was slid in place to rotate the input shaft. Once a slight rotation was made the transmission slid into place.

—Continued on page 14



The engine is hanging from the engine crane and ready to go back home.



The flywheel bolted and torqued in place.

Dick Harrington (FCA #12563) of Delhi, New York is a regular contributor to *The National Falcon News*. Look for his Ranchero at the FCA National Meet in Dearborn, Michigan held July 15-17, 2010.

Not registered for the Nationals yet? Use the form in this issue and save money by registering early. Help the Hosting Chapter with planning too!

So You Want to Restore a Falcon?

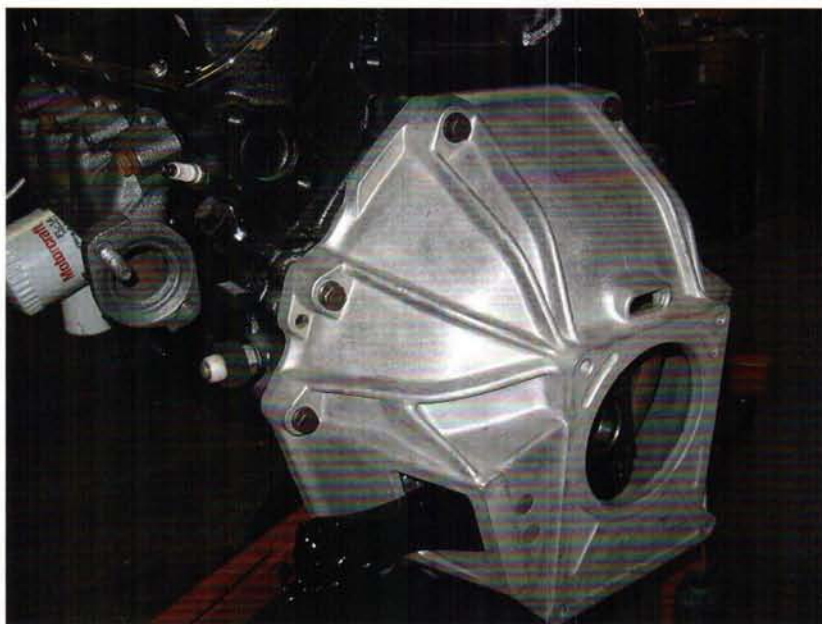
—Continued from page 13

After bolting the transmission to the bell housing, the floor jack was repositioned under the transmission so the rear transmission mount could be positioned. After the rear transmission mount was installed, the engine hoist was removed. The drive shaft was then put back into the transmission and bolted up to the rear axle. Finally the shift linkage was installed and adjusted.

The feeling of accomplishment, having the drive train back in place, is what makes restoration rewarding. Taking the Ranchero to Dearborn is beginning to look like a possibility rather than wishful thinking.

NEXT MONTH:

WINDSHIELD AND BACKLIGHT



The flywheel, clutch and bell housing were installed while the engine was hanging.



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The engine is on the way home. Notice the packing quilts to protect the paint.

Dick Harrington



The engine is back where it belongs, it looks pretty happy don't you think?



Drive shaft installed, the orange and white stripes duplicate the original factory markings.

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Gettin' Down in Dover...

Everybody has heard the stories about New Yorkers—they're busy and brusque and none too friendly to strangers. They won't give you the time of day, never mind a welcoming smile or greeting. What's up with that?

Allow me to introduce Charlie Smith (FCA #5828) who just happens to be a native New Yorker—not just New York City, but specifically Manhattan. Charlie and his girlfriend, Christine Mayo, drove his 1964 Falcon convertible to the 2009 FCA National Meet in Dover, his first National Falcon meet ever. They got lots of thumbs up and second looks on the drive from New York to Dover and they both loved every minute of it.

Charlie is the exact opposite of all those bogus misconceptions about New Yorkers—you couldn't meet anybody as genuinely enthusiastic and gracious. Before we had even talked very long, he insisted that when we came to New York, he would take us around in the Falcon. Several months later, he did exactly that during a business trip to New York. Dinner at a hide-away Italian restaurant—where Charlie knew everybody—was included as was a scenic tour of New York, in a Falcon convertible, no less. A natural tour guide, he definitely takes you off the beaten track so you can get away from the tourist stuff. There were lots of tourists taking pictures of his Falcon at Il Cortile however.



This Falcon is well loved. The many personal touches include plenty of dice complementing Charlie's personal style.

Charlie Smith's 1964 Falcon Convertible

Charlie bought his Falcon in 1991 on Staten Island and it was rough. There was no gas pedal and the fenders were crushed. It had 89,000 miles on it when he got it and now totals over 130,000. He would never even consider selling it because "Money isn't everything!"

The Falcon is a straight six cylinder, turquoise with a white top and side stripe. The interior is all new turquoise vinyl, keeping the original scheme. Charlie has slightly modified a few things; it now has front disc brakes, poly-graphite bushing set and tastefully appointed accessories and dice.

Even though he says he "drove himself crazy" waiting about two years for everything to be done, he learned to appreciate the "small steps" in completing the process, which included seats, armrests, paint and all the other countless details involved.

He always drives the Falcon, and even driving around New York, he has remained accident free, except for that one time

—Continued on page 18



Charlie and longtime girlfriend Christine Mayo drove the Falcon to Dover and received lots of "thumbs up" along the way



Charlie is a natural tour guide. Who wouldn't want to tour New York with a native in a Falcon convertible?

Gettin' Down in Dover...

—Continued from page 17

that he drove by a construction site and while waiting at a light, cement being poured five floors up overshot its mark and ended up dousing his Falcon. Talk about a surprise! Fortunately, there was a hose on the site and the Falcon got thoroughly hosed down immediately with no lasting damage.

Charlie has been a FCA member for 18 years, after hearing about the FCA from a neighbor. Although he does attend local shows, where his '64 is usually the only Falcon, he really enjoyed his first FCA National Meet where "all the cars are Falcons!" Besides the Falcons, Charlie and Christine enjoyed meeting other Falcon owners in Dover and catching up with fellow members of the Northeast Chapter.

What Charlie likes about the FCA is the friendly people and the magazine. He would always like to see more Tech Tips and articles.

Charlie worked as a pressman for The New York Times for over 20 years, and was at The New York Post before that. True to all things Manhattan, along with a Falcon Club of America sticker on his Falcon, Charlie also displays a New York firefighter shield to honor his best friend who was killed in the September 11, 2001 bombing of the World Trade Center.

Once you spend some time with Charlie, you realize that this dedication and loyalty come naturally to him. If you're lucky enough to run into him at a Falcon show, you'll find that you have a friend for life. I'm certainly happy to be in that category.

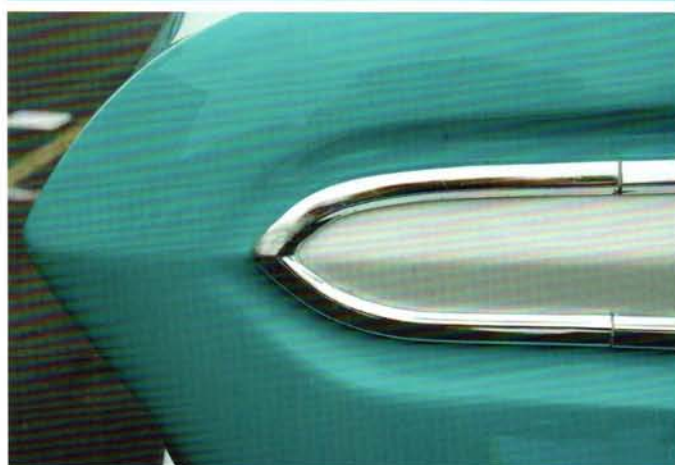


This is the first of an occasional series profiling FCA members and their cars attending the July 2009 National Meet in Dover, Delaware. Thanks to Steve and Mary Recchia (FCA #10819) of Bellingham, Massachusetts for suggesting the name of the series, *Gettin' Down in Dover*.

Did you miss the 2009 FCA National Meet? Be sure to sign up now for the Fabulous Falcon 50th in Dearborn, Michigan July 15-17. Registration form and details in this issue.



Charlie Smith's 1964 Falcon Convertible



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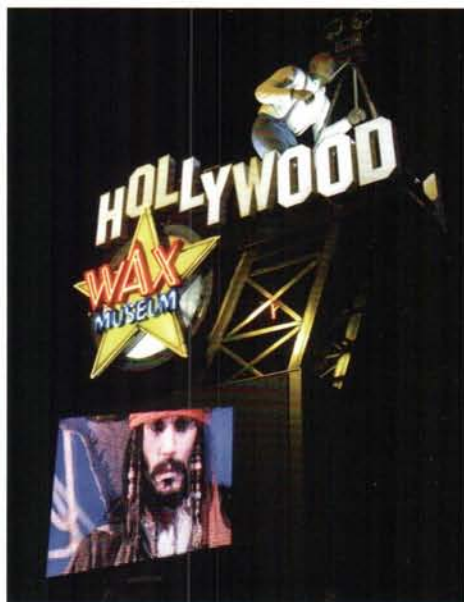
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Midwest Regional: October 2009

—Continued from page 4



Jerry Miles: Midwest Regional

—Continued from page 4

hotel, close proximately of the facilities, free breakfast, location, and the wonderful restaurants in walking distance.

The only disappointment was the empty 1957 museum. The weekend prior to our arrival they auctioned off all of the cars and memorabilia for approximately \$7,000,000. The vast collection that was the only of its kind was dismantled—what a shame.

Some may wonder how this Regional came about, as there wasn't an early plan. The idea was born standing around at the Dover Nationals, by a few Arkansas/Oklahoma/Kansas/Missouri Falcon lovers. The thought was to have a few chapters sponsor and the regional would be held on the third weekend in October. Doug Browning said it can't be that weekend because we are going to Gulf Port, Mississippi for Cruisin' the Coast. So it was decided the following weekend would be better, October 30–31, 2009.

On October 5, 2009, I ended up in the hospital. Had to cancel our room to Cruisin' the Coast, so on Thursday, October 7, Ron Mixon and Doug Browning left for Crusin' the Coast without me. They did manage to get my ticket stamped and goodie bag. Don't you love great Falcon club buddies?

It was discovered that I had three masses; one on my liver was not cancerous, outside the right lung and on the cerebellum. We found out on November 17, that it is a cancer called Squamous. Wilma was thankful that it was uncovered when it was. We are standing on Psalm 91, praying for Grace, wisdom, peace, faith, joy; complete healing, wholeness and life to every cell in my body.

My bride and I drove the 1966 around Branson for three nights enjoying the sights and taking pictures under the neon attractions along the strip while others enjoyed the shows; restaurants and all that Branson has to offer—including the antique collectable malls, flea market, swap-meet, old car museum, the landing, the Faith Life Church, and oh yeah, I took a picture of my Christmas card next to the beautiful Christmas scene.

The casualness of the regional was enjoyable and a welcomed relief from the fast pace of daily life. This regional gave out limited awards: Top 20, Ladies Choice, Farthest Driven, Oldest Falcon and Best of Show. We had a wonderful hot dog dinner on Friday evening; by the way a hot dinner was served at the first regional.

Roy Sword and his entire family played a major roll in making this an outstanding show. I want to thank Mark for coordinating the event. Some of the members thought it would be great to do this show on an annual basis.

As usual, we had a wonderful weekend with family and friends taking pride in our Ford Falcons. Falcon Club Members for Life!

—Jerry Miles (FCA #4692)
Oklahoma City, Oklahoma

My Friend Jerry Miles

When I met Jerry and Wilma at the FCA Nationals in Oklahoma City, I was especially drawn to Jerry when I heard the story of them getting Wilma's high school Falcon back after many years of wondering where it was. That story warmed my heart. How many of us wish we had our first car back? We've been friends ever since.

Fast forward to June of 2003. The event was Ford Motor Company's 100th Anniversary celebration at Ford World Headquarters in Dearborn, Michigan. Falcon friend and FCA member Jack Leeds lives in Detroit and reserved motels for us. I checked in at the Mercury Motel first. I knew that several FCA members were going to stay there. Later that evening in rolled Cliff McKay, Doug Browning, and Jerry Miles with two cars on trailers. We were the four Musketters for the entire event.

Jerry and I became good friends. We hung out together and had a lot of personal discussions. I'll never forget when he told me about how he approached Wilma on the possibility of him going to the Ford 100th anniversary celebration and how much it would mean to him. Wilma said, "If this event is so important to you, I want you to go and have a good time!" I've always thought that was very cool of Wilma.

We had the best time in Dearborn. At one point we were waiting in line to talk to Ford racing legends Bob Glidden, John Force, Ned Jarrett, Junior Johnson, and Lee Holman. All of us were in line to talk to John Force, a cool guy.

Cliff, Doug, and I got up next to John Force and Jerry took our picture. After the picture John yelled out to Jerry, "Hey I want my picture taken with you!" Jerry paused for a split second, then broke into that big smile of his. When Jerry walked up to John Force, I snapped the now famous photo of Jerry Miles and John Force. Jerry was on cloud nine—we all were.

Jerry said many times that the Dearborn trip was one of the best experiences of his life. I am forever grateful that I got to spend that time with Jerry; it was also one of the best times of my life. Thanks Wilma.

In November, Jerry called me about his cancer diagnosis. I didn't think it was as bad as it was and we spoke several times.

When Wilma told me of Jerry's passing, it was like getting hit with a sledgehammer. So hard to imagine that he's gone. I'll always remember the good times with Jerry, with that big smile and strong handshake.

Jerry, I love you and miss you.

—Ronnie Crawford (FCA #4790)
Denver, Colorado



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Calendar of Events

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If you did not receive your monthly copy and your dues are up to date, there is no charge to be mailed a replacement. Please allow plenty of time before requesting a replacement, bulk mail can take up to three weeks to be delivered.

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Falcon's Fantastic 50th... Welcome

Greetings from Mike and Cindy with the Metro Detroit Chapter. We wanted to extend a personal invitation to all FCA members to attend the 31st annual National Convention this July in Dearborn, Michigan.

Our first Falcon event was a Regional five or six years ago in St. Louis. We had so much fun we decided to try and attend every Falcon event since then and we've been to a couple dozen Regionals and four Nationals since then. Both of us knew we were going to travel during our retirement, we just didn't know it would be in a 50 year old car with no power steering or A/C, and loving it!

Another Regional we attended was in Edgewood hosted by the Mason Dixon Chapter. We were kind of worried as we pulled in a day early because we went by ourselves, didn't know anyone and I didn't see any Falcons in the parking lot. There was a guy sitting at a picnic table next to the hotel who, when he saw the Ranchero, stood up and waved us in. He showed us where to park, where to register and where to check-in... little did we know, we had just met Carl Henderson.

By the end of the weekend, we had met the Mason Dixon, Northeastern and Erie Canal Chapters. The memory of Carl sitting there has stayed with both of us and we consider it important. So, when you pull into the Dearborn Hyatt, look for us because we'll be looking for you!

We live only a mile from the Hyatt, but have a room from Tuesday through Sunday just so we can see and help everyone. We have memories from every Falcon event we've been to, all good!

The Hyatt Regency is located central to all the events we have planned. The Henry Ford, Greenfield Village, Rouge Tour, Ford World Headquarters and

Dearborn Proving Grounds are all less than two or three miles away. The Hyatt is on the south end of a circular drive around the Fairlane Shopping Center. This is one of the largest indoor shopping malls in Michigan. There are numerous stores and restaurants in the mall and a theater. The west side of the drive has more restaurants, all within walking distance, so there is no need to stay confined at the hotel to eat. About five miles away on the Detroit River is the city of Wyandotte where they have "shopping night" every third Friday of the month with all the stores staying open late. And July 16th just happens to be the third Friday! There are lots of parks on the river in Wyandotte where you can just sit and watch the freighters come and go from Detroit.

The three casinos in Detroit are only 15 minutes from the Hyatt and I'm sure Cindy and Barb Zontek will be making a casino run some night with room for more! Across the river in Windsor is Caesars Casino...don't forget your passport to cross into Canada. An hour and a half north on I-75 is the city of Frankenmuth. It's a small German Village with year-round Christmas and the home of Bronner's, the largest Christmas store in the country, maybe the world! And a couple of hours west on I-94 is Michigan's wine country with lots of free wine tasting.

These are just a few suggestions if anyone wants to experience activities beyond Dearborn. There's lots more, just ask us. Our planned schedule is full and unfortunately we are turning down new suggestions—three days just doesn't seem like enough.

The donations we've received so far have been mostly merchandise,



probably due to today's economy. Most of the cash we've received has come from individuals and FCA Chapters. The Metro Detroit Chapter thanks those who have contributed; we really appreciate the help! Dearborn Classics continues their support for the FCA by donating a complete Falcon interior and Auto Krafters, Belle Tire, MAC's and Roush Racing have also been very generous with their contributions... all to be raffled off. The Metro Detroit Chapter has a freshly built 302 and a C-4 to be raffled as well! O'Reilly Auto Parts will be purchasing half of our awards. This helps quite a lot due to the added awards with the newly established Lite Modified Category. Carl and Naomi Henderson along with Jim and Pam Clements will be sponsoring an Ice Cream Social—thanks guys! Becky Anderson will be selling 50/50 tickets and if you know Becky, the give-away portion should exceed \$1000! Just think, if you're lucky enough, you could be going home with enough parts and cash to build a new Falcon!

Be sure to check out the 2010 Convention website at <http://fca-2010detroit.webs.com>.

See everyone soon!

—Mike & Cindy Eaves (FCA #11626)
Metro Detroit Chapter

Wally Peterson: Convention Chair

Falcon's Fantastic 50th Anniversary

The Metro Detroit Chapter is pleased to report that our plans for the 2010 National Convention are progressing very well. Based on the registrations we've received so far, we could end up with a record number of Falcons in Dearborn for our "Falcon's Fantastic 50th Anniversary" celebration!

We have recently secured Ford's approval to visit their Dearborn Development Center/Proving Grounds on Friday, July 16, so that is now a GO! However, for safety reasons, we'll be limited to 200 Falcons visiting their test track. Ford's policy permits a maximum of 100 vehicles to be allowed on the track facility at one time, so our test track visit will be split into two separate waves of 100 vehicles each.

The following process has been established for those wanting to participate in this rare opportunity to drive your Falcon on the historic test track—the same one that your Falcon may have been actually tested on:

Your convention registration number will determine the order for receiving sign-ups. If you've forgotten your number, visit the Attendee tab on our website.

Anyone who has already sent in their convention registration form (thank you!) needs to complete and sign the Ford Waiver form included in this month's FCA Newsletter unless you've already mailed yours back.

The form can also be downloaded at <http://www.fca-2010detroit.webs.com>.

To reserve your place in line, this waiver form must be completed and returned to Alan Aniol at the address on the Convention Registration Form) along with a \$10 check per Falcon made payable to JD RF. All funds collected are being donated to the Juvenile Diabetes Research Foundation.

Additional waiver forms for passengers riding in your Falcon can be obtained online or at the Convention.

If you want to visit the test track, but have not yet registered for the Convention, we urge you to register now and send the signed Ford Waiver along with your convention registration form to Alan Aniol.

Include a separate \$10 check made out to JD RF for the trip to the test track.

If we hit the 200 Falcon limit before your registration number is reached, your \$10 check will be returned to you at the Convention.

We are continuing to work with the folks at Ford hoping to increase the number of Falcons that will have the opportunity to visit Ford's test track. Any updates will be included on our website at the URL above.

We are looking forward to seeing you in July... you don't want to miss your "Falcon's Fantastic 50th Anniversary" celebration!

—Wally Peterson (FCA #8226)
2010 FCA Convention Chairman

Falcon Club Store



FEATURING:

1966 Ranchero Belt Buckle

\$25 + \$5 S+H

Purchase a belt buckle and receive 50% off on a Gas Station T Shirt!

Call 228-466-4349

or email falconclub@aol.com to order.

The Falcon Club Store Thanks You for Your Support!

Falcon's Fantastic 50th...Welcome

Greetings from Mike and Cindy with the Metro Detroit Chapter. We wanted to extend a personal invitation to all FCA members to attend the 31st annual National Convention this July in Dearborn, Michigan.

Our first Falcon event was a Regional five or six years ago in St. Louis. We had so much fun we decided to try and attend every Falcon event since then and we've been to a couple dozen Regionals and four Nationals since then. Both of us knew we were going to travel during our retirement, we just didn't know it would be in a 50 year old car with no power steering or A/C, and loving it!

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Be sure to check out the 2010 Convention website at <http://fca-2010detroit.webs.com>.

See everyone soon!

—Mike & Cindy Eaves (FCA #11626)
Metro Detroit Chapter

Waiver of Liability and Hold Harmless Agreement

In consideration of Ford Motor Company or one of its subsidiaries or affiliates granting permission to enter its facilities, I agree, for myself, my personal representatives, heirs, executors, administrators and successors, to release, discharge, save harmless and indemnify Ford Motor Company, its subsidiaries and affiliate corporations and its present and former directors, officers, shareholders, employees, suppliers, agents and successors of any of the above (collectively called the "Releasees") from any and all actions, causes of action, claims, damages, costs, expenses and demands whatsoever, including actions based on breach of contract or negligence, at law or in equity, in respect to bodily injury, loss or damage to person or property, or death, howsoever caused, arising out of or in connection with my presence on Ford premises, notwithstanding that the same may be contributed to or caused by the acts or omissions of the Releasees.

- I assume the risk of all dangerous conditions, whether existing because of negligence or otherwise, and waive any and all specific notice of the existence of such conditions.
- I further agree to indemnify and hold harmless the Releasees from any loss, liability, damage or costs, including court costs and attorney fees that they may incur due to my presence on their premises or use of their facilities.
- It is further agreed that this permission may be canceled at any time without notice and that I will abide by all applicable Ford Motor Company rules and regulations.
- I agree that this release is governed by Michigan law and is intended to be as broad and inclusive as is permitted by the laws in the state of operation and that if any portion hereof is held invalid, that the balance shall, notwithstanding, continue in full legal force and effect.
- I agree to maintain confidentiality of incidental Ford testing and properties on Ford North American facilities.
- I will not make any audio, visual recordings or take photographs at Ford owned properties except with the permission of and, under Ford supervision. I understand that Ford facilities reserve the right to review photographic material for confidential content at any time.
- If driving a vehicle, I am responsible to maintain a valid driver's license and automobile insurance. Further, if I operate or ride in a vehicle on or off the premises I will abide by the following:
 - I will comply with all public traffic safety laws and given site safety rules
 - I will honor any safety request from my passengers
 - I will follow all safety instructions from event personnel
 - I will attend the safety briefing or get a separate safety briefing before driving
 - I will ensure all passengers wear seat belts at all times while the vehicle is in motion

I HAVE READ THE ABOVE AND AGREE TO SAME:

NAME: _____
(PRINT)

AFFILIATION: 2010 FCA National Convention "Falcon's Fantastic 50th Anniversary"

DATE: July 16, 2010

SIGNATURE: _____

A Brief History of the Convertible Automobile

Way back in the late 19th century and early 20th century, the original automobiles were all convertibles. At least they were "open" cars as we call them today. Cars back then, evolved from the horse and buggy, covered wagon and other such modes of transportation. Even bicycles were "open". As technology allowed, canvas covers were designed to provide comfort and protection from the elements. The first all-steel body by Budd, was introduced on the new 1914 Dodge Brothers car. Roadsters and touring cars of the period gradually gave way to the more reliable "closed" cars. Even though canvas tops provided shelter from the elements, due to various imperfections, they did not keep the driver or riders warm and dry. By 1925, open car sales were but a small percentage of the total.

The concept of the open car however, never lost its appeal as being a sporty and adventurous mode of transportation. That in fact, is why the convertible car is popular today both as a modern vehicle and a collectible. Now we refer to an open or touring car as an old car with side curtains rather than roll-down windows. A convertible is a car with a folding top and roll-down windows. Other names such as the Phaeton and Cabriolet have been used occasionally, but the term convertible is the most common in North America. The first true convertibles were introduced just before the depression of 1929. This event obviously hurt the automobile industry, but even more profoundly in the area of sport vehicles. Convertible cars floundered for about a decade when Plymouth introduced a "power-top" convertible in 1939. The power was in the form of pneumatic cylinders, which made the chore of raising and lowering the top much more convenient.

As World-War II developed, once again the lowly sports car market fell, and all cars were limited in production. It was not until the prosperous 50's that sporty cars were again becoming popular. The convertible has endured a rocky up and down ride ever since. For about a five-year period in the 70's, during the oil embargo and other events, the convertible was not manufactured. Many folks thought this was because of some legislation imposed by government. The real truth of the matter was that manufacturers were operating just like they always do; no buyers, no money, no product.

Lee Iacocca is generally credited with the return of the convertible car, when he introduced the 1982 Chrysler Le Baron convertible on the K-car chassis. Thanks to Mr. Iacocca, the return of the convertible has enjoyed a long and steady period of manufacture.

Recommendations for the Care of a Convertible Top Thanks to Robbins Auto Top Company, Inc.

CLEANING TIPS

ALWAYS

- Keep your top and window clean.
- Wash tops and window in the shade.
- Wash entire top at the same time. Spot cleaning can cause rings and bright spots.
- Wet entire car before sudsing top. Use sponge or soft bristle brush to apply suds. Do not use a chamois or cloth, as these fabrics will leave lint.
- Rinse well to remove all traces of soap. Wipe off excess water with sponge. Be careful to rinse entire car as well, to avoid streaking paint.
- Install boot after cleaning, while still damp to preserve fit and shape.
- Move car into direct sun after cleaning and thoroughly rinsing to dry. Chamois all excess water off body of car.

DO NOT

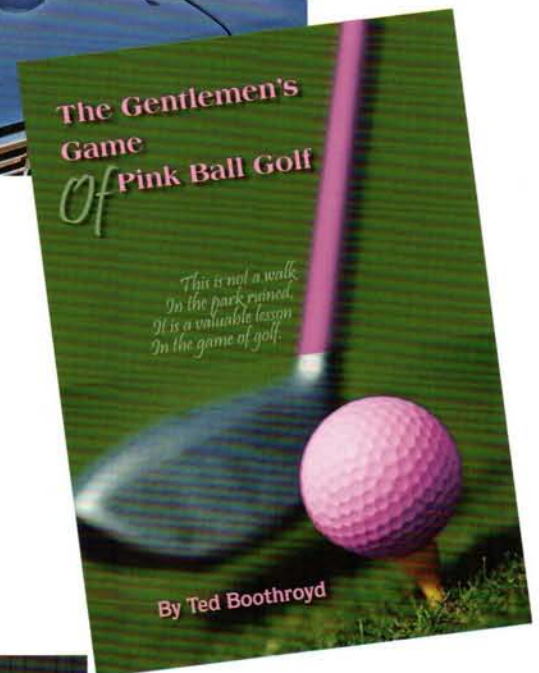
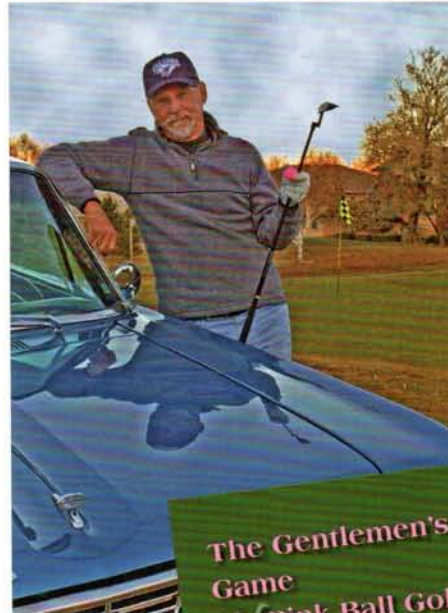
- Use detergents, bleaches, harsh cleaners, commercial cleaners or abrasives.
- Use dry-cleaning solvents.
- Use hot water.
- Cover convertible tops when wet or damp. This can lead to mildew growth and in extreme cases can cause discoloration or rotting of material to occur.

NOTE!

Robbins Auto Top Company does not endorse any specific convertible top cleaner other than MALCO products, which are widely available. However, there are other products available at auto parts stores that are specifically designed for the care and cleaning of convertible tops. It is prudent and it is the responsibility of the buyer to read product labels and ensure that the product and its application is appropriate for your particular fabric.

Do You Have a Technical or Historical Item for The National Falcon News?
Send it to the Editor at the address on page 9.

By Ted Boothroyd



Ted Boothroyd (FCA #6527) is a retired fire captain, freelance writer and common golf hacker. He is also a frequent contributor to *The National Falcon News*. Look for his new book, *The Gentlemen's Game of Pink Ball Golf* this summer.

The Gentlemen's Game of Pink Ball Golf is designed to improve the player's score without expensive equipment while eliminating some downright dishonest practices that have crept into the game of Gentlemen's Golf.

Learn more about Pink Ball and order the book at pinkballgolf.com.

Carolinas Regionals Meets to Remember

As the car show season gets into full swing, we all keep in mind that into some car shows a little rain does fall. Some of the most memorable shows are those where the weather did not exactly "cooperate" but the camaraderie and fellowship among Falcon lovers seemed better than ever. There's something about a rainy parking lot to make folks gather inside the hospitality room with a hot piece of pizza or cup of coffee and pass the time catching up.

The Carolinas Chapter is hosting their 19th Regional Falcon Meet on September 24 and 25, 2010 in Kannapolis (Charlotte), North Carolina. Everybody who attends the Carolinas Meets always say they are the best. The Southern hospitality, the scores of nice Falcons and the nicest Falcon people around all make for an excellent time.

So mark your calendar for that weekend and check falconclub.com for other shows you may want to take your Falcon to. Meanwhile, here are some photos from one of those more memorable Charlotte Regionals in 2008.



September 24-25, 2010



ATTENTION FALCON OWNERS

FORD FEVER CLASSIC

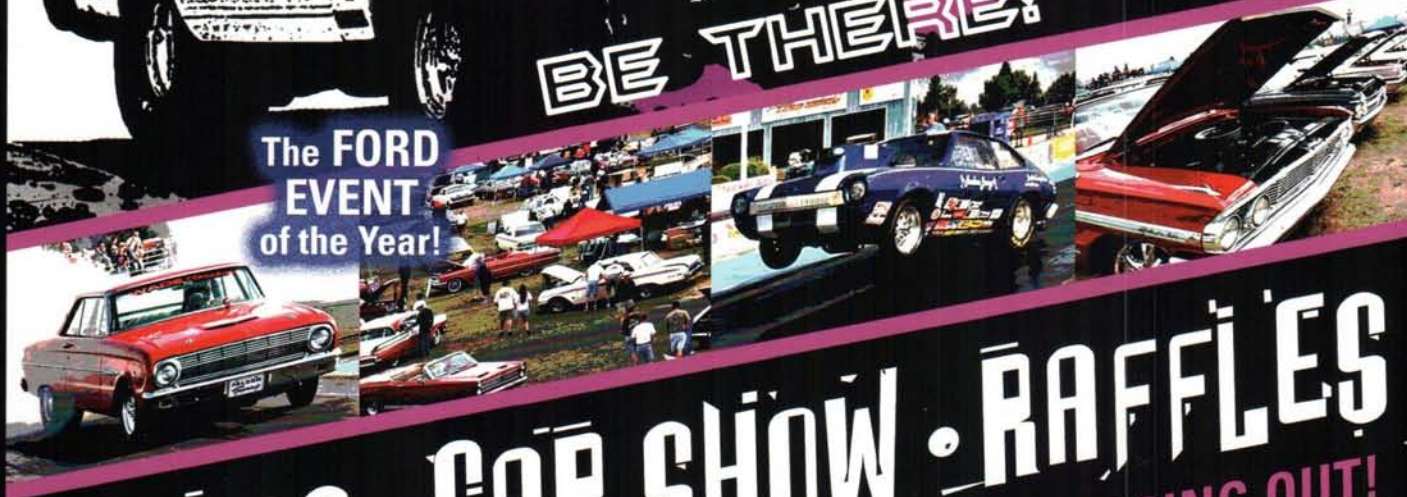
**SUNDAY
8.15.10**

at Woodburn Dragstrip
Woodburn, Oregon



BE THERE!

The **FORD**
EVENT
of the Year!



DRAGS • CAR SHOW • RAFFLES

If you have not been to these events, you are MISSING OUT!

The Ford Fever Classic Car Show and Drag Races will be held again this year at the popular NHRA Drag Strip in Woodburn, Oregon. We will have a special display of some very rare "High-Performance" Fords for viewing. There will be a big Car Show, Drag Racing, Trophies and Raffles! All Ford models are invited to this years Car Show.

GATES OPEN at 8 a.m.

WOODBURN DRAG STRIP
Hwy. 219, Woodburn, Oregon.

DIRECTIONS
Take Exit 271, Go West 1.5 Miles

Admission Prices are as follows:
ADULT:\$15 Per Person
CHILDREN (6-14):\$5 Per Person
UNDER 6:FREE
RACER:\$40
CAR SHOW:\$20
SWAP MEET SPACE:\$20

AREA LODGING

Super 8:(503) 981-8881
La Quinta Inn and Suites:(503) 982-1727
Holiday Inn:(503) 682-2211
Keizer Renaissance Inn:(503) 390-4733
**RESERVE YOUR ROOM TODAY! - Ask for
"Woodburn Drag Strip Special Lodging"**

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www.dearbornclassics.com

Photos Courtesy of George Adams www.nwdragracing.com

For Questions or Information: Call (503) 982-4461 or go to www.woodburndragstrip.com

FA